

B. F. TAYLOR,
Steamer,
Lighters and Steam Launches
Supplied.

ILOIL, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED - 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY
Sole Agents for the
UNITED ASBESTOS CO.,
LIMITED, LONDON,
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES NO. 1717. 日三十一年六十二精光 THURSDAY, JANUARY 3, 1901.

四拜禮 歲三月正英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 21,000,000
CAPITAL PAID-UP 18,000,000

CAPITAL UNCALLED 6,000,000
RESERVE FUND 139,000

Head Office—YOKOHAMA.

Branches and Agencies KOBE.

TOKIO NEW YORK.

NAGASAKI LONDON.

LYONS NEW YORK.

SAN FRANCISCO HONOLULU.

BOMBAY SHANGHAI.

TIENTSIN NEWCHWANG.

LONDON BANKERS PARKS' BANK, LTD.

THE UNION BANK OF LONDON, LTD.

HONGKONG BRANCH—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent

per Annum on the Daily Balance.

On Fixed Deposits for 12 months at 5 per cent.

On 6 months 4 per cent.

On 3 months 3 per cent.

On 1 month 2 per cent.

On 12 months 3 per cent.

On 6 months 2 per cent.

On 3 months 1.5 per cent.

On 1 month 1 per cent.

On 12 months 2 per cent.

On 6 months 1.5 per cent.

On 3 months 1 per cent.

On 1 month 0.5 per cent.

On 12 months 1.5 per cent.

On 6 months 1 per cent.

On 3 months 0.5 per cent.

On 1 month 0.25 per cent.

INTEREST ALLOWED ON DEPOSITS.

3% per Annum. Fixed Deposits for 3 months.

4% " " 12 "

5% " " 15 "

E. W. RUTTER, Manager.

Hongkong, 1st January, 1901.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP 5,800,000

RESERVE LIABILITY OF SHAREHOLDERS 5,800,000

RESERVE FUND 5,350,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent per annum on the Daily Balance.

On Fixed Deposits for 12 months 4 per cent.

On 6 months 3 per cent.

On 3 months 2 per cent.

On 1 month 1 per cent.

T. P. COCHRANE, Manager.

Hongkong, 16th October, 1900.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital 1,000,000

Paid up Capital 324,374

HEAD OFFICE—HONGKONG.

Board of Directors—

Chan Kit Shan, Esq. D. Gillies, Esq.

Chow Tung Shang, Esq. J. T. Lauts, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%.

Hongkong, 20th December, 1899.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL 10,000,000

RESERVE FUND 10,000,000

Sterling Reserve 10,000,000

Silver Reserve 2,000,000

RESERVE LIABILITY OF PROPRIETORS 10,000,000

COURT OF DIRECTORS:

N. A. SIEBS, Esq., Chairman.

R. SHIEN, Esq., Deputy Chairman.

The Hon. R. M. Gray.

A. Haupt, Esq.

R. L. Richardson, Esq.

The Hon. J. J. Kewick.

P. Sachse, Esq.

D. M. Moses, Esq.

H. W. Slade, Esq.

A. J. Raymond, Esq.

Paul Witkowski, Esq.

CINCH MANAGER:

Hongkong—Sir THOMAS JACKSON.

MANAGER:

Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent per Annum on the daily balance.

ON FAIR-DEPOSITS:

For 3 months, 2 per cent, per Annum.

For 6 months, 3 per cent, per Annum.

For 12 months, 4 per cent, per Annum.

T. JACKSON,

Chief Manager.

Hongkong, 22nd December, 1900.

HONGKONG SAVINGS BANK.

THE BUSINESS of the above Bank is conducted

by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

T. JACKSON,

Chief Manager.

Hongkong, 4th October, 1900.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above

Company are prepared to accept First

Class FOREIGN and CHINESE RISKS at

CURRENT RATES.

SIEMSEN & CO.

Hongkong, 25th May, 1901.

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(10)

FOR STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON, &c. Bengal	S. Barcham	Noon, 5th Jan.	Freight or Passage.
SHANGHAI Peninsular	T. Leigh	About 5th Jan.	Freight or Passage.
LONDON Japan	G. K. Wright, R. N. R.	About 11th Jan.	Freight or Passage.
SHAI & JAPAN Shanghai	A. F. Street	About 12th Jan.	Freight or Passage.

(See Special Advertisement.)

PASSENGER SEASON, 1901.

S. S. "PLASSY" 7,240 tons, March 30th MARSEILLES and LONDON (Direct).
S. S. "SOBRAON" 7,382 tons, April 27th WITHOUT TRANSHIPMENT.

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 2nd January, 1901.

15

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZU, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

PRINZESS IRONE, WEDNESDAY, 9th January, 1901.

PREUSSEN, WEDNESDAY, 23rd January, 1901.

HAMBURG, Hamburg-Amerika Line, WEDNESDAY, 6th February, 1901.

SACHSEN, WEDNESDAY, 20th February, 1901.

KIAUTSCHOU, Hamburg-Amerika Line, WEDNESDAY, 6th March, 1901.

BAVARIA, WEDNESDAY, 20th March, 1901.

STUTTGART, WEDNESDAY, 3rd April, 1901.

KONIG ALBERT, WEDNESDAY, 17th April, 1901.

PRINZ HEINRICH, WEDNESDAY, 1st May, 1901.

PRINZESS IRONE, WEDNESDAY, 15th May, 1901.

SAILING DATES.

WEDNESDAY, 9th January, 1901.

WEDNESDAY, 23rd January, 1901.

WEDNESDAY, 6th February, 1901.

WEDNESDAY, 20th February, 1901.

WEDNESDAY, 6th March, 1901.

WEDNESDAY, 20th March, 1901.

WEDNESDAY, 3rd April, 1901.

WEDNESDAY, 17th April, 1901.

WEDNESDAY, 1st May, 1901.

WEDNESDAY, 15th May, 1901.

BOOKKEEPER.

WANTED, a GOOD BOOKKEEPER, must be quick and experienced.

Apply to ROBINSON PIANO CO., LIMITED.

Hongkong, 31st December, 1900.

1

To-day's
Advertisements.

THEATRE ROYAL.

On

TUESDAY,
8th JANUARY, 1901.

GRAND GLOVE
CONTEST,

OF

TWENTY ROUNDS

under

MARQUIS OF QUEENSBERRY RULES
will take place between

JOSE RILEY, THE U.S.A. CHAMPION
OF HONGKONG,

and

ROGER MUSTOE OF H.M.S. "PARTRIDGE"
HEAVY-WEIGHT-CHAMPIONSHIP

of the
ARMY AND NAVY,

for the

CHAMPIONSHIP OF THE FAR EAST
AND A PURSE OF \$50.

There will also be three Preliminary bouts
of Four Rounds each, for details of which see
Hand Bills and later Advertisements.

Hongkong, 3rd January, 1901.

TO LET FURNISHED.

2 and 3, GOUGH HILL, PEAK, from middle
of April.

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 3rd January, 1901.

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERIA."

Captain R. W. Almond, will be despatched as
above TO-MORROW, the 6th instant, at 2 p.m.

The Attention of Passengers is directed to
the Excellent Accommodation provided by this
Steamer. She is fitted throughout with the
Electric Light and is supplied with a Refrigerating
Chamber.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 3rd January, 1901.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"HANGCHOW."

Captain Parco, will be despatched as above
on SATURDAY, the 6th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 3rd January, 1901.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"KASHING."

Captain Hopkins, will be despatched as above
on SUNDAY, the 6th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 3rd January, 1901.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the
above Ports, on SUNDAY, the 6th instant,
at Daylight.

For Freight or Passage, apply to

DOUGLAS LARPAIK & CO.,

General Managers.

Hongkong, 3rd January, 1901.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the
above Ports, on WEDNESDAY, the 9th instant,
at 3 p.m.

For Freight or Passage, apply to

DAVID SASSOON, SONS & CO.,

Agents.

Hongkong, 3rd January, 1901.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain Weigall, will be despatched as above
on WEDNESDAY, the 9th instant, at 4 p.m.

This Steamer has Superior Accommodation
for First class Passengers, is fitted throughout
with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 3rd January, 1901.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR NAGASAKI, KOBE & YOKOHAMA.

THE Company's Steamship

"HENVENUE."

will be despatched as above on WEDNESDAY,
the 9th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 3rd January, 1901.

THE OSAKA SHOSEN KAISHA,
LIMITED.

FOR FOOCHOW VIA SWATOW AND
AMOY.

THE Company's Steamship

"AKASHI MARU."

Captain K. Suzuki, will be despatched for the
above Port, on WEDNESDAY, the 16th instant,
at Daylight.

For Freight or Passage, apply to

THE MITSU BUNSEN KAISHA,

Agents.

To-day's
Advertisements.

NOTICE.

WE have this Day admitted Mr. HER-
MANN EIMER and Mr. FELIX
GROSSMANN & CO.

Hongkong, 1st January, 1901.

NOTICE.

The authority hitherto held by Mr. HANS
WILHELM HERMANN EIMER to
sign for PROCURATION the Name of our
Firms at HONGKONG, SHANGHAI and HAN-
KOW, EXPIRES on the 31st December.

Hongkong, 31st December, 1900.

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Hongkong

put in and marked.
Mr. Pollock objected to the evidence, as the entries were made before witness was employed by the firm. There was also no evidence as to who kept the books put in and who made the entries in the ordinary course. After some further argument the books were admitted as evidence.

Witness.—In 1898 and 1899 there were no shares standing in the name of Harper. Dividends were declared by the company in 1897, 1898 and 1899 of five per cent. with year.

By Mr. Pollock.—I joined Carmichael & Co. on 8th August, 1899. The date of the last entry in the small cash book is the 6th May 1899. The book was not in use when I joined. I first saw it a day or two ago. I had never seen it before. I have no personal knowledge of how the book in question was used, except that it is similar to the one now in use. Whoever keeps the cash makes the entries. Exhibit K is in Mr. Hyndman's handwriting. I think, and K in Mr. Ritchie's. The large cash book is not totted up; it is simply a note to the book-keeper. The book would not necessarily contain all transactions. The meeting to declare the 1897 dividend was held on 23rd February 1898. Entry I, in the rough cash book has had its date altered. Mr. Hyndman is employed by Mr. Ritchie.

A long discussion then took place as to how the date had been altered.

Witness.—As a rule the dates in the rough cash book are made by the cashier. The date in question appears to be in Mr. Hyndman's handwriting. I can see no note in Carmichael's handwriting. A dividend account is not kept to my knowledge. I believe some dividends are left unpaid. They are entered in the accounts at the end of the year. I know of no ledger besides the one produced. I have been doing the work of the Secretary of the Company since April or May. In the report dated 23rd February 1898 is the balance sheet to 1st December 1897 which contains an entry of dividend unpaid \$200. This would doubtless appear in the dividend account in the official ledger. The 1898 balance sheet shows dividends unpaid \$30. This would also appear in the official ledger in the dividend account.

Mr. Slade here objected on the ground of waste of time. Mr. Pollock contended the point were raised in cross examination. The objection was disallowed.

Witness.—The dividend unpaid \$20 in the 1899 balance sheet would also appear in the account I have mentioned. There was no dividend in 1896.

Mr. Slade asked that the case be remanded again but he was dismissed today.

Mr. Pollock objected as there was still an important witness to be heard for whom a warrant had been issued. Harper's evidence was also important.

Mr. Slade contended that there was so far his evidence of fraud and applied for the discharge of the prisoner without bail.

Archibald Ritchie recited. I helped to keep the books while in the employ of Carmichael & Co. I know what the books were. There was a small rough cash book similar to the one produced. Cash paid in was entered in this book by the person receiving it. The entry was then copied into the main cash book. The book produced is the cash book for 1898. It is in Mr. Hyndman's writing. He is in my employ. From the date of the ledger is written by me. The item K is in my handwriting dated 16th April 1899. I copied it from the entry in the rough cash book. I bought the shares from Harper on 23rd December 1898. The entry refers to the dividend on the ten shares which were standing in Carmichael's name. I paid cash in December 1898 for the shares. I think that the entry of the 1898 dividend to Harper's account was not given in since.

Mr. Slade.—How do you account for the dividend on the ten shares you bought from Mr. Harper being credited to him, when you bought the shares in December?

Witness.—It may have been a dividend on other shares belonging to him.

Continuing.—The date of the receipt from Harper was originally written 22nd December 1899 and afterwards altered to 1898.

I don't remember if the latter date was the actual date on which I paid half the cash; I paid the money a few days before the receipt was signed. The body of the receipt and the top date are in my handwriting, the signature and bottom date in Harper's. I paid the money and a few days after gave him the receipt and asked him to fill it up. I took it off to the ship, the *Shanxi*, and he signed it. This was in December 1898.

The case was then adjourned until 2.15 p.m. Archibald Ritchie recalled. By Mr. Slade.—I am paying no part of the costs of the prosecution.

By the Bench.—I left Carmichael & Co. in October 1899. Their offices are now in Queen's Buildings. Prior to that they were in the Old Praya from where they were shifted about 1899, early in the year. The receipt was written in the office before the steamer came in. I went on board before him. I wrote the receipt the day before the steamer came in. She came in on the 23rd.

Witness was then handed a file of the *China Mail* and told to turn up the issues of 22nd and 23rd December 1899.

Witness, continuing.—I do not see the ship's name in the shipping list.

The *China Mail* file for 1899 was next given to witness.

Witness.—I see the *Shanxi* was in harbour on the 23rd December 1899, having arrived from Canton. I knew she was expected but forgot from where. The address of the receipt I now hold is Queen's Buildings. I cannot explain how it is that the ship was not in harbour on 23rd December 1899, or the fact that the printed heading on the receipt is Queen's Buildings. Mr. Harper altered the date on the ship's log. I am not certain if the ship was the *Shanxi* or the *Whampoa*. I see by the paper the *Whampoa* was not in on the 22nd or 23rd December 1899. The words "transferred to him" in the receipt mean Ritchie. The receipt ought to have read "to be transferred" as the shares were not transferred till 1899.

Archibald Harper, sworn stated.—I am an engineer on the *Whampoa*, belonging to Butterfield & Swire. John Harper was my brother. He is dead.

Mr. Slade asked how witness proposed to prove the death. There was the proper method of doing so by certificate or by an application to the Court for leave to presume death.

Witness.—John Harper was formerly on the *Catterthun* as 2nd engineer. I last saw him alive in May 1895. He owned ten shares in Carmichael & Co.

Mr. Slade objected to this evidence.

Witness.—I have sold those ten shares to Mr. Ritchie. I sold them in 1899. About the beginning, I was then on the *Shanxi*. I received \$100 for the shares. I gave him a receipt for the money. I gave the receipt when I got the money. I did not get the money at the time I agreed to sell the shares. Ritchie was doubtful whether I would take them. It was before March 1898. I went home in 1898 and came back to Shanghai in Nov. 1898 and did not have any transaction with Ritchie until the beginning of 1899. The money was paid about March or April 1899. This is the receipt I signed for \$100. The date under my signature is December 1899. I wish to correct my statement. The money was paid in December 1899. I am quite sure. I have no recollection as to

how the alteration in the date of the receipt came about. It was 1899 when it left me. The signature of John Harper in the register of shares is not unlike John Harper's writing; it is so long since I saw it. I see the date of the transfer but cannot make out more than 16 and 07. I sold my brother's shares because I never got any dividends and heard the Company was not doing well. I was paid a dividend which was due to my brother. I paid a bill of his and the dividend was deducted from it. He owed money to Carmichael & Co. That was about the end of 1898 in Hongkong. My brother was drowned, hence I was looking after his business. He was on the *Catterthun* on his last voyage. I have had no dividends either paid or credited to me since. I left the *Shanxi* about eighteen months ago. I was on her when the receipt was signed. I can't remember exactly when I left her. I was in the *Whampoa* at Christmas 1899. John Harper was about six years on the *Catterthun* as 4th, 5th, 2nd and chief engineer. I took no administration for his estate, nor has anyone else. There is a younger brother. I was his only relative in this part of the world. I have no writing of John Harper's. I have heard of no other Harper employed on the *Catterthun*. My brother was born in Scotland. He would have been 29 or 30 in 1899. I should know his writing if I saw the ship's articles. I see his name on the fifth line of the second page; it is in his handwriting. The signatures of J. Harper on pages 16 and 17 are those of my brother. There is a difference between the signatures on the articles and transfer. I was not aware of my brother having transferred my shares to Carmichael. When I sold the shares to Ritchie I thought they were in my name. Mr. Carmichael proposed to transfer them to me. Mr. Carmichael never told me the shares were in his name.

By Mr. Slade.—I believed my brother to have been drowned in 1895. I took possession of his property, paid his bills and took over the remainder. I knew Mr. Carmichael had been a friend of my brother's and he was a friend of mine. In 1895 I was 26. I was the younger brother. My father had not been out here. My brother had a bill at Carmichael's. I settled the bill and a dividend was credited. I took Mr. Carmichael's word that the shares in his company were my property. I had a bill at Carmichael's. It was delivered to me from time to time. There was never a credit item placed on the bills. The dividends might have been credited to me without appearing in them. I see the two entries to my credit in the ledger and also in the rough cash book. The dividend may have been credited to me without my knowing it. I know nothing about the transfer of the shares.

By Mr. Slade.—Accounts were generally rendered once a month. The date at the top would show the month. They were made out regularly, but sometimes we were not here. In 1895 we left here a few days before Christmas for Shanghai. We were away about two months. I do not know if I was in Hongkong in April 1899.

William Webb Wilson, recalled, stated.—I produce the official ledger, journal and cash-book. In the ledger there is a dividend account on pages 83 and 86. The ledger is from 1892. It does not show payments to any particular shareholder. The dividend for 1897 was \$1,250. I know nothing about the books.

A long discussion followed here as to the meaning of certain entries, which were at length found to have no bearing upon the case whatever.

Mr. Slade had no questions.

The Court was adjourned till 2.15 p.m. on Monday, the Defendant being released on his own personal bond of \$2,500.

TRIAD SOCIETY.

A quick statement by prisoner.

Before Mr. Kemp this afternoon Wong Sam, hawker, was charged on remand with being a member of an unlawful society, The Triad Society, at Cheng Sha Wan on the 21st December last.

Mr. F. J. Baddeley (Deputy Superintendent of Police) prosecuted.

Chinese Constable No. 164, gave evidence. He said that he arrested the defendant on the 21st December for having opium in his possession without a certificate. The man was sent to gaol for the offence and was re-arrested on his coming out of gaol for being a member of the Triad Society. Some papers relating to the Triad Society were found in the defendant's box along with some opium.

Yuk Shan, expert in Triad matters etc., gave evidence as to the papers found in the defendant's box being relative to the Triad Society. One was an invitation to a feast, another an invitation to fight. His further evidence as to the document was then heard.

The Sergeant Interpreter at Yau Ma Tei gave evidence as to reading the charge to the defendant and taking his statement down, which was to the effect that he was engaged by a man to carry salt fish and was between 60 and 70 years of age, being to old to be a Triad Society man.

The defendant stated.—I was arrested on the 22nd December, brought over here with my box and everything in it. It was fined \$17 or one month's imprisonment. Some one paid my fine after I had been in goal for about a week. \$120 was paid and the rest was deducted in consideration of my being imprisoned. Then I was re-arrested and brought over to Yau Ma Tei by the first witness and on Monday I was brought over to this side. Your Worship already wants my money and you need not therefore put me in jail. I am a business man and deal at Sam Tso Po. I do not deal in such matters as these. I am working for my master and am his factor. I am doing business and I do not have anything to do with the Triad Society. I am old and have nothing to do with it. The documents found in my box were used for wrapping up my money. The box is my factor's and mine.

He called his brother, Tuk Hing a fisherman to support his statement, and the man went into the box and said that he knew nothing about the papers.

The case was committed for trial at the next Criminal Sessions.

STEALING THE PROPERTY OF BUTTERFIELD AND SWIRE.

The thief goes to prison for six months' hard labour.

Before Mr. Kemp this morning, Chan Laiu Po, coolie, was charged with stealing blocks of granite, to the value of about \$18, the property of Messrs. Butterfield and Swire at the New Reclamation Works at Quarry Bay.

F. G. Harrison, Clerk at the works, said he had noticed for some days that the blocks of stone were stacked along the seashore without his authority. Yesterday he found two Chinese junks moored to the shore, with a steam launch just outside. There were about 50 coolies ashore with ropes and slings, and the defendant and another were carrying away blocks of granite in the direction of one of the junks. He secured the defendant and handed him over to the police.

The defendant denied having committed the theft.

His Worship passed sentence of six months' hard labour, where he has an opportunity of carrying stones to his heart's content.

It is rather a severe sentence, but it appears to be necessary to teach the coolies that they cannot go anywhere and "lift" anything.

STEALING.

Yang Kai, coolie, was sentenced to one month's hard labour by Mr. Kemp this morning for stealing a quantity of brass, value \$50, the property of the Naval Authorities.

OBTAINING MONEY BY FALSE PRETENCES.

Before Mr. Kemp this morning Lok Kwong, messenger, was charged with obtaining \$7 by means of false pretences from Lam Lung.

The defendant pleaded guilty and was sentenced to a month's hard labour for his trouble.

PETTY STEALING.

Chung Mink, coolie, pleaded guilty before Mr. Kemp this morning to the charge of stealing a piece of soft wood, value 50 cents. He had two previous convictions against him on different charges, and his Worship this time sentenced him to two months' hard labour.

IT IS EVIDENT THAT THESE COOLIES CARE VERY LITTLE ABOUT BEING IN GAOL OR OUT OF IT FROM THEIR REPEATED OFFENCES, AND HEAVY SENTENCES SEEM TO BE THE ONLY WAY TO GET RID OF SUCH CRIMES.

USING THEIR BOATS WITHOUT HAVING A LICENSE.

Two masters of junks pleaded guilty to the charge of using their boats without a license, before Mr. Kemp this morning, and were fined \$15 for their omissions.

FRENCH "DESPERADO."

Before Mr. Kemp this morning, a man named Williams stood charged with behaving in a disorderly manner on the 1st inst. and assaulting a Chinaman. He belongs to the French warship *Desertes*, being a seaman on board.

Chinese constable No. 300 said, shortly after

o'clock on the 1st inst., he saw the defendant chasing a Chinaman on the Praya East.

The Frenchman caught the man he was after and struck him. Witness told the defendant to desist, but received a blow for his trouble.

A soldier stated "I gave a light blow to the Chinaman. I did not mean to strike the constable."

His Worship imposed a fine of \$5 or ten days' imprisonment.

The fine was paid.

FOOT AND MOUTH DISEASE AT POK-FU-LUM.

The reply from the Colonial Veterinary Surgeon (Mr. C. V. Ladds) relative to the recent outbreak of foot and mouth disease at Pok-fu-lum dated 28th December, was submitted at the meeting of the Sanitary Board this afternoon. It said that in answer to the Board's letter of December 21st referring to the recent outbreak of foot and mouth disease at Pok-fu-lum and requesting a further report with special reference to its probable causes, he regretted being unable to add much further information to that contained in his two previous minutes. There were four ways by which infection might have been conveyed viz, by actual contact with diseased animals, in food or fodder, by infected clothing worn by employees, and by the air at short distances, outbreaks had originated in such a mysterious way that until comparatively lately professional men felt themselves justified in attributing them to Spontaneous Generation; which was perhaps what the Acting P. C. M. O. meant by falling down from heaven and although this theory was now universally discredited, it was not more than twelve years since it found a public defender in a leading member of the British Medical Profession. He could no more explain the source of such outbreaks than could the Board's Medical Officer account for cases of small-pox which might arise in any of his districts. He quoted two diseases, together because in neither had any specific organism been isolated.

Major Brown minuted.—"The reply is written in a florid style and not in accordance with official correspondence, especially from a junior officer to a senior authority. I think the Board should insist on a more courteous style for future."

Dr. Bell minuted.—"An officer of this Board should not be allowed to quote members of the Board's staff in an official letter."

Major Brown minuted.—"The reply is written in a florid style and not in accordance with official correspondence, especially from a junior officer to a senior authority. I think the Board should insist on a more courteous style for future."

Very little fault can be found with what is seen on the face of the above despatch. But it rather points to the inference that an attempt will be made to get some of the Christians into trouble. It is well known to the Viceroy that since the troubles began, the missions have all refrained from receiving any one into the Church and this policy will be continued for some months to come. The search parties will have ample time to catch all the ruffians before it will be possible for any of them to find refuge in the Church.

I now request that the missionaries be immediately informed that henceforth when the guilty parties are arrested in the rebellious localities by the search parties, that if there be Christians among those arrested they are to be tried and punished by the local authorities and the missionaries are not to interfere in the matter. This is a matter of great importance, and will tend to maintain peace and friendly relations with other countries."

Very little fault can be found with what is seen on the face of the above despatch. But it rather points to the inference that an attempt will be made to get some of the Christians into trouble. It is well known to the Viceroy that since the troubles began, the missions have all refrained from receiving any one into the Church and this policy will be continued for some months to come. The search parties will have ample time to catch all the ruffians before it will be possible for any of them to find refuge in the Church.

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Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SADO MARU.....	{ KOBE and YOKOHAMA	To-morrow, 4th Jan., at W. Thompson
		Daylight.
KAMAKURA MARU.....	{ MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	To-morrow, 4th Jan., at H. Petersen
MIKE MARU.....	{ BOMBAY, via SINGAPORE and COLOMBO	To-morrow, 4th Jan., at S. Kawamura
HITACHI MARU.....	{ MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 11th Jan., at G. Anderson

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 29th December, 1900.

[6]

HAMBURG-AMERIKA LINIE.

(Freight Service).

NORDDEUTSCHER LLOYD.

(Freight Service).

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NORDERNEY	MARSEILLES, HAVRE & HAMBURG	12th Freight.
Pesch	(London with transhipment in HAMBURG)	January.
SAMBIA	HAVRE and HAMBURG	22nd Freight.
SILESIA*	HAVRE and HAMBURG	9th Freight and Passage.
Bahle	(London with transhipment in HAMBURG)	February.
SIBIRIA*	HAVRE and HAMBURG	About 18th Freight and Passage.
Braun	(London with transhipment in HAMBURG)	February.
FREIBURG	HAVRE and HAMBURG	About 28th Freight.
Proesch	(London with transhipment in HAMBURG)	February.

*These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD,
OSTASIATISCHER FRACHTDAMPFER DIENST.

27

TOYO KISEN KAISHA.

U.S. MAIL LINE.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

Thursday, 7th Feb., 1901, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

Saturday, 2nd Mar., 1901, at Noon.

THE Twin Screw Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on

SATURDAY, the 12th January, at Noon, taking Freight and Passengers for Japan, the

United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services; to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 29th December, 1900.

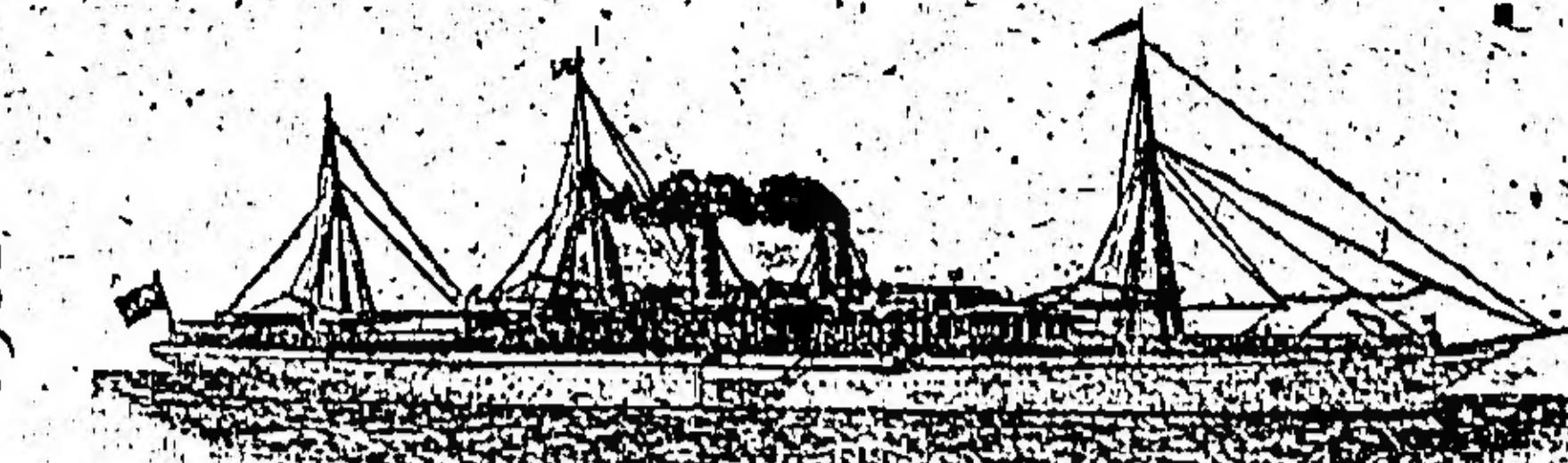
J. S. VAN BUREN, Agent.

Hongkong, 29th December, 1900.

J. S. VAN BUREN, Agent.

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 16th January.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 13th February.

EMPEROR OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 13th March.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pudding Street.

Hongkong, 19th December, 1900.

A. S. MIHARA, Manager.

Hongkong, 29th December, 1900.

J. S. VAN BUREN, Agent.

Hongkong, 29th December, 1900.

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Hongkong, 29th December, 1900.

NEW VEGETABLE FOODS.

The number of vegetable species recognized as good for food bears a small proportion to those that are not so recognized. Yet botanists tell us that if a wanderer starves in a forest, he perishes from ignorance and not from lack of available nourishment; for woods and fields are full of plants, berries, and roots that can sustain life. M. Gabriel Prévost, writing in *La Science Francaise* (October 12), tells us that we are too much slaves of routine in this matter. Our present garden vegetables are cultivated varieties of wild species; why do not our horticulturists seek for other wild plants that could be introduced with profit to our tables? A fortune, says this writer, awaits him who does this successfully. To find any scientific investigation of the subject one must actually go back more than a century to a book published in 1781 by M. Parmentier, a member of the Paris College of Pharmacy, royal 'apothecary-major' and possessor of other titles in such number as to crowd his title-page somewhat uncomfortably. The full title of his work reads: 'Researches on Nutritious Vegetables that in Times of Want May Replace the Ordinary Foods. With New Observations on Potatoes.' The potato, which was then still a new and unpopular article of food in France, is now recognized everywhere as a staple, but M. Parmentier was not so successful with the other new vegetables that he sought to introduce. Says M. Prévost, in speaking of Parmentier's work:

"In matters of eating, we are the slaves of routine. Except in certain cases where there is a pardonable repulsion, as with the flesh of the toad or the lizard, it is hard to explain how we can condemn off-hand so many farinaceous and herbaceous substances when with few exceptions all the plants that surround us are edible and capable of pleasing even the most fastidious with their delicate taste."

"Parmentier mentions in twelve pages eighty-five plants that, even without cultivation, and without going out of our own country, could furnish us with vegetable food. It goes without saying that horticulture would do wonders with many of them, after careful selection for three or four generations."

"The author gives three lists; 1. List of uncultivated plants whose roots contain starch, which may be extracted to make gruel or bread. Among these are the Iris, Bryonia, ranunculus, and saxifrage. 2. List of uncultivated plants whose farinaceous seeds or roots can be used whole for food. Among these are the wild jacinth and ranunculus and the wild tulip. 3. Finally, a list of uncultivated plants whose roots, although not farinaceous, may be used whole for food. Among these are the white asphodel, a large number of orchids, etc."

"Parmentier was the first to vindicate the use that may be made of farinaceous food substances by drying the seeds in an oven and then pulverizing them. He notes very justly the advantages for soldiers and sailors, of having a very healthful form of food that requires only a little water and salt for its preparation. Even at the present day we may return with profit to this idea and perfect it. We abstain from mentioning the names of those who have 'invented' condensed soups, etc., one hundred and ten years after their real inventor. Read Parmentier's chapter on 'Nutritive Powders and Tables'."

"We are far from pretending that science has made no progress since the days of Parmentier. We leave such bits of humour to pretentious pedants like Bruneau. But it is precisely because its processes and discoveries have made such gigantic strides that we wish to transform into real ties what, with Parmentier, were in the state of mere desiderata. Give, for instance, to an expert scientific horticulturist like M. Vilmar the problem of increasing the root at the expense of the stalk or vice versa, such a strike against nature will present no more difficulties to him than a game of cricket. Likewise, by fertilization and scientific selection, we may now obtain veritable transformation of an original plant much more easily than our ancestors reached the present forms of fruits and leguminous vegetables, which are nothing but victories won by man over uncultivated species of delectable flavour."

"In these conditions, a learned cultivator desirous of making a fortune (supposing that such a person exists) should lose no time in trying to accomplish for legumes what Alphonse Karo has attempted to do for flowers. We will wager that he will find more customers for the former than for the latter. We may be shy, at first, of a dish of iris à la maître d'hôtel, or a saxifrage salad; but the papers will relate how Berhardi or Coquelin ate and liked them, and then the iris and the saxifrage will become popular, like the potato—that child of Parmentier that caused its parent so much trouble."

Translation made for *The Literary Digest*.

ELECTRIC TRANSIT AND CITY POPULATION.

After the census of 1890, there was much comment on the enormous proportional increase of cities in this country at the expense of the rural population. Some prophets of evil, assuming that this tendency would continue, predicted that it would result disastrously for the country. But the present year's census indicates, apparently, that these fears were ill-founded, for the rate of gain has not been kept up. The comparatively small increase of city population in this census as compared with that reported in 1890 has caused no little surprise in many quarters of the United States. What is the cause? If we are to believe an editorial writer in *The Electrical Review* (October 31), we are to thank the trolley and the telephone. Says this paper in a leader entitled "The Decentralizing Influence of Electricity":

"There has been a steady movement outward from centres of population ever since means of transit have been improved to such a point that a person may reside several miles from his place of business. In older times the population of even a small manufacturing city was apt to be densely crowded in districts closely adjacent to the factories, so that operatives could walk to and from their work. The coming of the trolley-car changed this state of things almost in a twinkling, and has made possible one of the most extraordinary developments that has attended municipal progress during the closing years of this century—the growth of suburbs. It is not denied that the growth of suburbs has not extended arguments to show how almost infinitely better conditions of life are in suburbs where families, instead of herding together in the close contact necessitated by city life, have each their separate house, often open on all sides to the air and the light. It is not only sanitary conditions that are thus improved, but social conditions as well, and this to an extent but little understood save by those who have closely studied the subject."

If means of transit are much further perfected, the writer goes on to say, so that journeys may be made still more swiftly and inexpensively than at present, and if the telephone comes into such general use that much of the world's business may be transacted over the wires, we may possibly see a spreading out of population that is hardly conceivable today."

AMERICAN GUNS IN ENGLAND.

The *Asian* says that American gun-makers have been considerably disturbed by the steady failure of their barrels to stand the tests applied by the Birmingham proof-house; a. failure which of course excludes them from the English market. There is no such institution as a proof-house in the States, and guns sent over to England unmarked must undergo the legally prescribed tests before they can be stamped with the marks that make them eligible for sale in England. All breech loading barrels of 10-bore or less, having chambers 3 inches long or more, are proved with a charge exceeding the ordinary definitive proof charge by one-sixth; and they are proved "in the rough." If they come safely through this ordeal, they are tested again with the "ordinary definitive proof charge" when finished; that is to say, they are tried with the maximum charge they are destined to fire, and passing this less exacting test, receive the "mark." Now, as American guns bear no marks at all, the finished guns are submitted to the tests which are applied to English barrels in the rough; and, the United States Consul at Birmingham warns the American trade, it is almost impossible for a finished double-barrelled gun to withstand the test. A whole consignment, a short time before, he penned his report, had been tested and every barrel bulged or burst under the strain. Hence if American makers wish to compete with the English in the latter's market, the only thing for them to do is send over barrels in the rough for proof, have them home again, and send them back made up for the final and less severe test.

STEAMERS EXPECTED.

Names.	From.	Due.
Peninsular	Singapore	To-morrow
Mennion	Singapore	To-morrow
Princess Irene	Japan	Jan. 8th
Coptic	San Francisco	Jan. 20th
Empress of India	Vancouver	Jan. 20th
Moyne	Glasgow	Jan. 24th

We would draw the attention of shipping firms to the new publication in *Steamers Expected* and *Objects Sailing*, which are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders in their clerks to furnish this office, on the forms already supplied gratis with the latter, all the information ever day.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Anable, H. D. Lyons, J. Ibrim Khan
Adams, A. H. Lyall, Hill Ise Khan
Alois, J. W. Lenon, Mrs. Jackson, J.
Andrews, J. Lowe, S. S. Jenkins, B. N.
Austin, T. P. Lubshany, R. J. Abdul Khan
Akkles, G. J. Lambton, Mrs. Joseph, S. S. Abdul
Anderson, H. Lopez, Miss E. Kader Bap
Adams, J. Luc Lange, W. Asakura
Ath, G. P. D. Martin, L. M. Aldny Khan
Allison, W. R. Munford, G. Arjun Singh
Ahlmann, H. X. Meredith, R. Aziz Khan, Lapiz
Anderson, J. Maybel, F. Butchon Singh
Akkles, G. J. Meyer Marshall, P. H. Bagat Singh
Anderson, H. Marshall, P. H. Buckie
Adams, J. Martin, L. M. Brandt, C.
Ath, G. P. D. Munford, G. Balkan Singh
Allison, W. R. Meredith, R. Bhagwan Singh
Ahlmann, H. X. Lopez, Miss E. Bishen Singh
Anderson, H. Munshi Hosain Sabile
Barnes, Capt. J. S. Saille
Bart, T. M. Marty, L. Commander in Chief
Bush, D. F. Marshall, Miss A. C. J. T. (2)
Beddington, L. S. Marshall, Miss A. Lopes, Da. C. J.
Boyd & Co. Munshi Hosain Sabile
Bryan, R. S. Saille
Bead, W. Marty, L. Commander in Chief
Bun Heung Morris, R. C. C. J. T. (2)
Blomfield, Capt. J. Michie, A. Love, Mrs. R.
Barry, Capt. J. Moore, P. J. Little, Mr.
Bohm, O. MacLean, Rev. M. E. Ladh Singh
Bailey, J. J. Maclellan, Rev. M. E. Lovat, Miss
Barber, T. Miller, Capt. C. Mandigs, A. L.
Bates, S. Mael, Miss I. Montford, L. Maula Bux
Besnard, Mad. J. Montford, L. Mohomed Akbar
Borday, Mrs. T. Murray, P. Buda Khan
Brander, W. Moreau, W. Muniga Khan
Bord, S. Marshall, Miss A. Mussa Khan
Beyson, A. Moreau, W. Mohamed Khan
Buch, Miss M. F. Marshall, Miss A. Mondhini, Ph.
Carroll, Miss M. F. McCallum, Capt. W. Mangude-Singh
Cavell, A. McConell, A. E. Marshall, P. H. Makend Singh
Candido, R. Morrison, Rev. G. G. D. McCallum, Capt. W. Mehus, C. E.
Chun, Un Fook. McConnell, A. E. Munshi Hussain Shah
Chang King. Morrison, Rev. G. G. D. Sabih
Cambell, Mr. M. R. Mael, Miss I. Moola Singh
Craig, Lieut. T. Mael, Miss I. Muller, W. A.
Coats, Champion, J. F. McConell, A. E. Mullu Singh
Counsell, W. G. McDavid, J. Nicol, Miss A.
Cockburn, H. S. McDavid, J. Naden, Thomas
Cowden, H. S. McDavid, J. Nazal Khan
Cassalond, D. McDavid, J. Nallio Bux
Collard, J. B. McDavid, J. Nihill Singh
Cassilson, P. W. McDavid, J. Nicl, Miss M.
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Craig, Lieut. T. McDavid, J. Nihill Singh
Coats, Champion, J. F. McDavid, J. Nih

The Share Market.

LATEST QUOTATIONS.
(January 3rd).

Companies.	Paid up Capital	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Cor-	\$125	350% premium [sales]
poration		
The Bank of China & Japan, Limited. (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited. (Ordinary)	£ 4	£ 1
The Bank of China & Japan, Limited. (Deferred)	£ 1	£ 5.5 buyers
National Bank of China, Ltd. Do. Founders.	£ 8	£ 27 buyers
Marine Insurances.	£ 1	£ 20
Union Ins. Society of Canton, Ltd.	\$ 50	£ 245 buyers
China Traders' Ins. Co., Ltd.	\$ 25	£ 50 buyers
North China Ins. Co., Ltd.	£ 25	£ 15.25 sellers
Yangtze Ins. Assoc. Ltd.	£ 60	£ 10 sellers
Canton Ins. Office, Ltd.	£ 50	£ 145 buyers
Straits Ins. Co., Ltd.	£ 20	£ 1
Fire Insurances.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	£ 295 sellers
China Fire Ins. Co., Ltd.	\$ 20	£ 80 sales
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited.	£ 15	£ 331 sales and buyers
Indo-China Steam Navigation Co., Ltd.	£ 10	£ 101 ex div.
China & Manilla S.S. Co., Ltd.	£ 50	£ 700 and b'trs
Douglas Steamship Co., Ltd.	£ 50	£ 47
China Mutual S. N. Co., Ltd. (Preference)	£ 10	£ 12 buyers
China Mutual S. N. Co., Ltd. (O'ary)	£ 10	£ 12 buyers
Star Ferry Co., Ltd.	£ 5	£ 6.10 buyers
"Shell" Transport & Trading Co., Ltd.	£ 25	£ 44 [buyers]
Refineries.	\$ 100	£ 119 sellers
China Sugar Refining Co., Ltd.	\$ 100	£ 39 buyers
Luzon Sugar Refining Co., Ltd.	\$ 100	Mining.
Punjom Mining Co., Ltd.	\$ 8	£ 34
Punjom Mining Preference Shares.	\$ 1	£ 1 sellers
Société Française des Charbonnages du Tonkin.	Frs. 250	£ 350 sellers
Queen Mine, Ltd.	25 cts.	5 cents
Jelesbu Mining and Trading Co., Ltd.	£ 5	£ 36
Raub Alian Gold Mining Co., Ltd. (Preference)	175.10d.	£ 47
Docks, Wharves and Godowns.		
Wanchai Warehouse & Storage Co., Ltd.		
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 125	35% sales and [buyers]
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.		
Hongkong Land Investment & Agency Co., Ltd.		
Kowloon Land and Building Co., Ltd.		
West Point Building Co., Ltd.		
Hung Hotel Co., Ltd.		
Oriente Hotel Co., Ltd.		
Humphrey's Estate & Finance Co., Ltd.		
Cotton Mills.		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$ 100	£ 21 sellers
Two Cotton Spinning & W. Co., Ltd.	£ 100	£ 45 buyers
International Cotton Mfg. Co., Ltd.	£ 100	£ 35
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	£ 100	£ 55 buyers
Soy Chae Cotton Spinning Co., Ltd.	£ 500	£ 325
Yahloong Cotton Spinning Co., Ltd.	£ 100	£ 30
Cigar Companies.		
Alhambra, Limited.	\$ 100	200% premium
La Comercial, Ed.	\$ 100	100% premium
Hensians Limited.	\$ 100	105 sales
La Favorite.	\$ 100	40% premium
Miscellaneous.		
Green Island Cement Co., Ltd.	£ 10	£ 161 sales
China-Borneo Co., Ltd.	£ 15	£ 33
A. S. Watson & Co., Ltd.	£ 10	£ 16 sellers
Watkins, Limited.	£ 10	£ 161 sales
Hongkong Electric Co., Limited.	£ 10	£ 16 buyers
Hongkong Electric Co., Limited.	£ 5	£ 5.50 buyers
Hongkong and China Gas Co., Ltd.	£ 10	£ 118
Hongkong Rope Manufacturing Co., Ltd.	£ 50	£ 170 sellers
Geo. Fenwick & Co., Ltd.	£ 25	£ 55
Hongkong Ice Co., Ltd.		
Hongkong High-Level Tramways Co., Ltd.		
Dairy Farm Co., Ltd.	£ 100	£ 100 sales and [buyers]
Hongkong and China Bakery Co., Ltd.	£ 6	£ 87 buyers
Campbell, Moore and Co., Ltd.		
Bell's Asbestos Eastern Agency, Ltd.		
United Asbestos.		
Oriental Agency, Ltd.	£ 4	£ 38
Carmichael & Co., Ltd.	£ 20	£ 50
Tebrah Planting Co., Ltd.	£ 5	£ 53
Universal Trading Co., Ltd.	£ 5	£ 53
BENJAMIN, KELLY & POTTS, Share Brokers.		
Telegraph Address—"Right."		
Telephone No. 148.		

VISITORS AT THE HONGKONG HOTEL.

King, Maj. H. S., R.E. Anderson, Capt. A. Kirkwood, Mr. J. Aitken, Mr. J. H. Aubyn, Miss St. Bailey, Mr. W. S. Bancroft, Capt. & Mrs. Bell, Mr. and Mrs. O. M. D. Kynaston, Mr. John Kuengle, Mrs. and Mrs. John, family. and Long, Mr. & Mrs. D. M. Macfadyen, Dr. J. Mallory, Lt.-Col. Lewis, Mr. A. R. Levey, Mr. A. Little, Mr. Little, Major, W. R. Littledale, R.E., Major R. P. and Lady, and maid. Bruce, Capt. & Mrs. Buck, Mr. Hart Burnie, Mr. C. M. G. Cameron, Mr. B. Clark, Dr. & Mrs. F. Colson, Mr. T. S. Cowie, Mrs. and Miss J. J. Crane, Mr. Chas. Greighton, Mr. J. V. Darnell, Mr. H. B. Denroche, Mr. P. C. Discombe, Mr. G. R. Dorehill, R.A., Major Drew, Mr. and Mrs. C. Duff, Mr. W. S. Dyson, Capt. P. S. Elder, Comdr. Franklin, Mr. F. Gibson, Mr. and Mrs. Kennedy. Glover, Mr. C. Goddard, Capt. Grant, Mr. T. Head, Mr. R. T. Hill, Mr. L. J. Howard, Mr. Thos. Jackson, Mrs. J. H. and child. Jacques, Capt. F. N. Jacques, Rev. K. Johnson, Mr. L. R. Joseph, Mr. and Mrs. E. S. Katsch, Mr. E. A. Kiene, Mr. and Mrs. F.

GARONARE, American transport, 4,310, "Far-land," and Jan.—Manila 29th Dec., Ballast—American Govt.

GOODWIN, British steamer, 2,832, A. Jackson, 28th Dec.—Mojii 22nd Dec., Coal.—Dudwell & Co., Ltd.

HATING, French steamer, 750, Bast, and Jan.—Haiphong and Hoioh 1st Jan., General.

HINSANG, British steamer, 1,536, P. M. B. Lake, 28th Dec.—Java 18th Dec., Sugar.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. G. H. H. Holden, Hongkong.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. J. G. Armstrong, Shanghai.

Hermitone, British cruiser, 4,300 tons, 10 guns, Capt. R. S. D. Cumming, Shanghai.

Humber, steamer, 1,640 tons, 800 h.p., Com. H. J. Davison, Hongkong.

Iris, British cruiser, 5,050 tons, Capt. G. M. Henderson, Amoy.

Janus, torpedo-boat destroyer, Lt. and Comdr. R. G. Corbett, Hongkong.

Linnet, gun-vessel, 750 tons, 2 heavy guns, 4 6 pounders, 870 h.p., Comdr. W. W. Saythe, Hankow.

Lizard, British gunboat, 715 tons, Capt. J. C. Watson, Canton.

Marathon, British cruiser, 1,145 tons, 6 guns, Capt. John G. M. Field, Bombay.

Mowhawk, British cruiser, 1,770 tons, Capt. F. W. Freeman, Shanghai.

Orlando, British cruiser, 5,600 tons, 12 guns, Capt. J. H. Burke, Taku.

Otter, torpedo-boat destroyer, Lieut. and Comdr. H. O. Wilkins, D.O., Hongkong.

Peacock, 1st class, gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. P. R. Coode, Chefoo.

Phenix, British sloop, 1,015 tons, 6 guns, Comdr. R. G. Fraser, Wei-hai-wei.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. J. F. E. Green, Singapore.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.

Protector, British gunboat, 920 tons, Capt. W. K. Creswell, R.N., C.M.G., Hongkong.

Redpole, British gunboat, 855 tons, 6 guns, Lieut.-Com. R. F. Corbett, Shanghai.

Robin, British river-gunboat, 2 guns, Lieut.-Com. G. C. Webster, Sanshui.

Rosario, British sloop, 980 tons, 6 guns, Capt. C. Hamilton, Shanghai.

Sandpiper, British river-gunboat, 2 guns, Lt.-Comdr. Carr, Hongkong.

Snipe, British gunboat, 85 tons, 2 guns, 1,400 h.p., Commander Oldham, Shanghai.

Swift, gun-vessel, 750 tons, 2 heavy guns, 4 6 pounders, 870 h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. Philimore, Hongkong.

Tamar, receiving ship, 4,000 tons, Commodore Powell, C.B., Hongkong.

Terrible, British cruiser, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., R. Reserve Hongkong.

Untamed, 1st class cruiser, 2,600 tons, 12 guns, 8,500 h.p., Capt. A. C. Clarke, Hongkong.

Strathaird, British steamer, 2,599, Farsyth, 2nd Jan.—Kuching 27th Dec., Coal.

Wallaroo, British cruiser, 2,600 tons, 8 guns, 7,500 h.p., Capt. A. F. C. Noel, Shanghai.

Waterwitch, surveying-ship, 620 tons, Lieut.-Comdr. Hay, Hongkong.

Whiting, twin screw, torpedo-boat destroyer, 365 tons, 6 guns, 3,600 h.p., Lieut. and Comdr. Mackenzie, Shanghai.

Wolverine, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Capt. Hongkong.

Woodcock, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, Kiukiang.

Woodlark, British gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Shanghai.

Tarpon, gunboat in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

THE FRENCH SQUADRON.

Blandine, 1st class, gunboat, 100 tons, 10 guns, Capt. Baudouin, at Woosung.

Brantôme, 1st class, gunboat, 100 tons, 10 guns, Capt. Baudouin, at Woosung.

Chateaubriand, 1st class, gunboat, 100 tons, 10 guns, Capt. Baudouin, at Woosung.

Clémire, 1st class, gunboat, 100 tons, 10 guns, Capt. Baudouin, at Woosung.

Constance, 1st class, gunboat, 100 tons, 10 guns, Capt. Baudouin, at Woosung.

Coriolan, 1st class, gunboat, 100 tons, 10 guns, Capt. Baudouin, at Woosung.

Élise, 1st class, gunboat, 100 tons, 10 guns, Capt. Baudouin, at Woosung.

Frédéric, 1st class, gunboat, 100 tons, 10 guns, Capt. Baudouin, at Woosung.

Georges, 1st class, gunboat, 100 tons, 10 guns, Capt. Baudouin, at Woosung.

Isolée, 1st class, gunboat, 100 tons, 10 guns, Capt. Baudouin, at Woosung.

Leopold, 1st class, gunboat, 100 tons, 10 guns, Capt. Baudouin, at Woosung.

Marie, 1st class, gunboat, 100 tons, 10 guns, Capt. Baudouin, at Woosung.

Pauline, 1st class, gunboat, 100 tons, 10 guns, Capt. Baudouin, at Woosung.

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